THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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Det. Bel Isle & Windsor Ferry Co 68

AROUND THE LAKES.

CLEVELAND.

Captain Wm. Dwyer has been appointed master of the tug James Amadeus.

Captain J. J. Reardon, insurance agent, of Chicago, was in the city last week.

Mr. Frank Meyers, last season on the H. B. Tuttle, will answer the bells on the tug Brady.

Captain James Nicholson, last season in the Business, will command the Horace A. Tuttle.

Mr. John Mesker will leave Saturday for Escanaba to fit out the steamer Samuel Mather.

Henry Ryan, last year assistant on the Pickands, will retain his position the coming season.

It is said there is now more ice in Lake Michigan and Lake Huron than at any time since 1864.

It is said that the water in the canal at the "Soo" will permit vessels to draw only 13 feet 8 inches.

Engineer Jones, chief of the Owen line, arrived in the city Monday to look after the machinery of the Argonaut.

Captain Wm. Owen, of Chicago, was in the city Tuesday on his way to Bay City to take a look at his new boat.

The tug S. S. Stone with the Colonel Cook in tow, left Tuesday morning for Kelley's Island for a load of stone.

Captain Jas. Bowen who sailed the tug Chamberlain at Lorain leaves for Duluth to take command of the tug Record.

Captain George P. McKay, it is said, has sold his interest in the Meade & Thomson feed water purifier to Meade & Thomson.

Engineer John Broderick has been appointed chief engineer of the steamer Horace A. Tuttle. John McMonigal will go as assistant.

Mr. Ed Riley last year chief engineer of the Hecla, has been appointed chief engineer of the new boat building at Quayle's yard for Hon. Jas. Ash.

Poley Tovat, who has not sailed an ice boat for twenty-two years, went down to the breakwater last week and taught the boys how to do it.

Fred Rogers, last season engineer of the Argonaunt, has been appointed chief engineer of the steamer Oceanica. Mr. Chas. Allender will go as assistant.

Captain C. C. Goodwin, of the life saving station, was called to Bradford, Me., to attend the funeral of his mother who died Friday, at the advanced age of 86 years.

Captain C. W. Lockwood has received the appointment as master of the schooner M. E. Tremble for the coming season vice Captain Skinner who commanded her last year.

Engineer J. B. Miller is going to Chicago Saturday morning to fit out the machinery of the steamer John B. Lyons. George McMonigal will go along as assistant engineer.

Captain John Franklin Brown has been appointed master of the tug J. D. Dudley, owned by Mr. C. E. Benham, and largely repaired recently at the Cleveland drydock.

Captain J. T. Mathews, of the firm of J. & J. T. Mathews, prominent vessel owners of Toronto, Ont., was in the city Tuesday of this week, calling on old friends and acquaintances.

The Cleveland Shipbuilding Co. have taken a contract to build a large steamer to be used as a transfer for the Michigan Central R. R. Co. She will be more than 300 feet over all and will be furnished with very powerful machinery.

Captain Charles Wallace, last season master of the schooner Brunette, has been appointed master of the steamer Wetmore. J. C. O'Donnell, last year in the Vienna, will be chief engineer, and Gus Wallace assistant.

The machinery is nearly all in the A. E. Wright. The Ash schooner is all planked, has her spars, and will be ready for sea by May 1st, and the steambarge building for Ash is progressing very rapidly. She will be ready for launching in about three weeks.

At Radcliffe's yard work is being rapidly carried on. The boilers are in the Minch boat and she is about ready to be launched.

The plans and specifications for the new drydock are completed, the location staked out, and open for bids. Mr. Radcliffe expects to see the work begin by April 1st.

John Skelly has been appointed chief engineer of the steamer Schoolcraft, now lying at Ogdensburg, and Wm. Donovan assistant. They will leave in a few days to fit her out.

The new boat building at the Globe Iron Works Co, for Jas. J. Hill, will be ready for launching in about three weeks, and the second boat, building for the same party, is two-thirds in frame already.

Mr. Thomas Madden, of Bay City, who purchased the schooner J. H. Webb recently, was in the city yesterday. The price paid for the Webb was $15,000, $5,000 cash, and the balance in ten months. This is equivalent to cash sale.

Messrs. Duffy & Rourke have sold the schooner Maria Martin to Captain Rouelle, of Marine City, for $16,500, half cash and balance in one and two years. This is one of the cheapest vessels for the price that has changed hands this season. The Maria Martin rates in the Inland Lloyds A2 and is in fine condition.

Mr. C. H. Lane, of Buffalo, recent purchaser of the Hiawatha and Minnehaha, was in the city Tuesday. This pair has been loaded at Chicago for Ogdensburg with wheat at 7c. After completing the trip to Ogdensburg they will carry coal from Charlotte to Duluth, rate not given, and bring back grain from Port Arthur to Buffalo at 4¼c.

G. C. Barnes has returned from Chicago. While there, besides covering the boilers of six or seven boats, he took orders for four of his fog whistle machines, to be used on the Bulgaria, Australasia, Roumania and Raleigh. Also, furnishes the Ætna grates, for which he is agent, for the steamers Wallula, Roumania, and Australasia.

The Mutual Transportation Co. has made the following appointments as masters, but they are not yet ready to give names of engineers: Steamer Cambria, Captain Edward Mooney; steamer Corsica, Captain William Cummings; the new boat called No. 3 of the line, being built by the Globe Iron Works Co., Captain Jos. Hall.

The Cleveland Transportation Co. has made the following appointments as masters of the fleet: Havana, Captain Wm C. Goodsell; Sparta, Captain James Walsh; Vienna, Captain John Dunn; Sumatra, Captain Wm. Russell; Helena, Captain Joseph Nicholson; Verona, Captain John Hergenrother.

Captain Richard Neville, who recently invested in an enterprise in Tennessee, near Chattanooga, which was at the time considered a "Snyder," has by prudent and able management succeeded in adding several hundred thousand dollars to his coffers and does not do anything now but cut off coupons and collect the interest. The lake people are hoping for his return that they may share in his good fortune.

Captain C. B. Gardner paid the RECORD office a call Wednesday, and informed us that schooner Furgeson has at last succeeded in getting into port. They were fast in the ice in Lorain from December 28th until last Monday. Their getting out leaves the harbor of Lorain all open for navigation. It will be remembered she was carrying stone from Kelley's Island to Cleveland, and was in tow of the tug Cushing, which succeeded in getting clear some time in February.

The Cleveland Block Co. report a better business this season than ever before for their iron blocks. Since our last issue they have contracted for three more complete outfits for new boats, while their jobbing trade is likewise steadily growing. As they are not now using the two upper lofts of their factory, they are considering the advisability of putting in them a full line of machinery for the manufacture of wooden blocks, trucks, etc., as well, as allowed by their charter, that they may be able to supply demands for all kinds. With their ample capital and business push, there would be no doubt as to their making this department a great success if they decide to enter into it.

Meteorological summary for the week ending March 20, 1888:

Mean barometer	30.00
Mean temperature	35 5
Mean humidity	70.5
Total precipitation	0.18
Prevailing direction of wind	S.SW.SE.
Total wind movement	1795
Av. cloudiness	5 6
Av state of weather	Fair.
Max. temperature, highest	68 1
Min temperature, lowest	12.3

W. H. HAMMON, Sergt. Signal Corps, U. S A.

The work done on the Moore, Bartow and Rhodes steamboat in twenty-six working days at Quayle's yard shows her all in frame, floor keelsons all in, floor partly laid, and one-quarter of the ceiling up, the work being finished as they go along. It is safe to say that this will be one of the finest built and finished boats ever turned out. She will take out a passenger license and her cabins will be finished in antique oak and birds eye maple, the outside of which will be wainscotted. A turtle back will be arranged forward so that the cabin passengers, for whom five state rooms will be provided, can have a promenade before they get the benefits of the turtle. After stating that this steamboat will be 265 feet keel, 282 feet over all, 41 feet beam, and 22 feet hold, all can see the vigor with which Quayle's Sons have pushed work since the Wright was launched, the 5th of February, and with three other large vessels in their yards. It is said that Captain Bartow has decided to name this new steamboat the Ganymeade and that the launch will be a wet one. This we do not vouch for. Her engines, built by H. G. Trout, will be fore and aft compound 30 and 54 by 48, and her two boilers, built by the Lake Erie Boiler Works, will be 10 by 16½, the machinery to turn a 12½ Trout wheel. She will carry four spars and one pipe, and with a run of about fifty feet, it is thought she will equal the Queen's Own.

CHICAGO.

Special to the Marine Record.

The steamship T. W. Palmer which was aground in Dearborn street draw, was pulled off by five tugs, and taken into drydock. The Keystone Bridge Co. did not take Wells street bridge down to Dearborn street, yet they had their scows ready at Wells street bridge.

The barge George Dunbar will have an engine and boiler put in her at Miller Bros.' drydock. The tug A. G. Van Schaak is in and will receive a new rudder and other repairs, and the tugs Thos. Hood and Q. J. V. Taylor are getting new shafts.

Following are Chicago charters: The schooner Two Fannies, corn to Lorain, 32,000 bushels; schooner Higgie, corn to Collingwood, 32,000 bushels; propeller Australasia, wheat to Buffalo, 80,000 bushels.

Mr. A. Fell, general manager of the D. L. & W. railway boats, was here Monday making arrangements for their line of boats for the coming season.

The Lake Michigan and Lake Superior line intend to move into their new warehouse on Rush street about the 10th of April. Captain Allen McIntyre, formerly of the propeller Peerless, will be superintendent of the line, and the appointments for the season are as follows: Peerless, H. C. Page master; City of Traverse, L. Green master; City of Fremont, J. Sullivan master; Jay Gould, D. McLean master; Jos. L. Hurd, J. M. Tweater master; Bessemer, John McCoy master.

Captain James Comstock, last season on the schooner S. B. Pomeroy, will go as master of the steambarge S. Joseph.

Captain Wm. Corcoran will start next week for Baraga, Lake Superior, to fit out the schooner George W. Nester.

Captain A. Rattray and Engineer George Frankham, of Detroit, are in the city fitting out the tug John Owen, for the coming season. L.

DETROIT.

Special to the Marine Record.

The propeller Anna Smith and schooner Redwing were towed to the Union elevator Tuesday to load wheat for Buffalo, at 2½ cents per bushel.

The schooner Francis Palms, loaded wheat for Buffalo, last week at 2½ cents per bushel.

At the Detroit drydock company's shipyard, the splendid new steamship which will be named the John Emory Owen, after her owner is drawing towards completion, about two-thirds of her outside planking is already on, all her main deck is laid. Her boiler pan also her hatchways are in their places.

The F. & P. M. No. 4, is getting along well, about one third of her outside planking is on and considerable of her deck is laid.

The government lighthouse supply steamer Haze, is receiving a general overhauling.

The Canadian side wheel steamer Manitoba, is receiving a thorough overhauling.

The St. Ignace, is in dock waiting for the water in the river which is very low, to rise, 34 pontoons have been placed under her to assist in getting her out of dock.

At the Detroit dry-dock there is a scene of great activity, that is well worth a visit.

The huge transfer steamer St. Ignace lies in the dry-dock, with her bottom lined from stem to stern with air tight boxes, which are to buoy her up when the water is let into the dock. The St. Ignace can not be floated at present, on account of the extremely low stage of the water.

The Canadian steamer Manitoba, is at the dry dock receiving a thorough rebuilding. Her bottom has been overhauled, a large amount of new timber put into it, and at present a large gang of ship carpenters is employed giving her new upper works. The Manitoba has also received a new steel boiler, which is expected to increase her speed.

No. 87, the new iron strapped wooden steamer, now building for J. Emory Owen, of this city, is progressing rapidly toward completion. She will be ready to launch by June 1.

In the new yard is the new Flint & Pere Marquette No. 4, which the Detroit dry dock company is building for that company. She will probably be ready by July.

Captain John Oades is employing a full force of men working on a fine wooden steamer for Lake Superior parties.

At Clark's dry dock a large amount of work has been done during the past winter. The yard did a remarkably fine job in repairing the steamer Albany, which was wrecked last fall on Bois Blanc Island, and the huge steamer is now lying at the foot of Griswold street, as sound as before her mishap.

A large wooden steamer is now building on the stocks at Clark's for Cummings, of Oswego.

The steamer Jay Cooke has received extensive repairs and a new boiler at this yard. The Cooke's name will be changed to the Gibraltar.

Mr. Carter, manager of the Detroit and Cleveland Steam Navigation Co., announces the following appointments for the coming season: Steamer City of Cleveland—Captain, Dugald McLachlan; chief mate, John McCallam; second mate, Alex McCallam; pilot, Archie McLachlan; chief engineer, J. H. Reid; first engineer, John Sargent; clerk, H. S. Fisher; second clerk, James Kerr; steward, Chas. Shaw. Steamer City of Detroit—Captain, D. A. McLachlan; chief mate, Alex McLachlan; second mate, Daniel Robb; pilot, Malcolm McLachlan; chief engineer, Robert Stage; second engineer, James Middleton; clerk, J. H. Mingus; second clerk, Chas. Higgins. Steamer City of Alpena—Captain, Alex J. McKay; chief mate, Kenneth Finlayson; second mate, Salem Robinson; chief engineer, John Jones; second engineer, Albert Phillips; clerk, C. F. Bellman; second clerk, Rodney Stoddard; steward, E. W. Tidman. Steamer City of Machinaw—Captain, Matthew Lightbody; chief mate, Henry Slyfield; second mate, Hugh McAlpin; chief engineer, Wm. McDonald; second engineer, James Randall; clerk, James E. Henderson; second clerk, Lewis Hines; steward, Richard Collins. The steamer City of Cleveland, will begin making trips to Cleve and some time next week, ice permitting.

Parker & Millen, vessel agents, have made the following appointments: Steamships Iron King, Capt. P. H. Millen; Iron Duke, Capt. Wm. F. Millen; Iron Queen, Capt. Geo. Dennis; Iron Age, Captain George Miner; Iron Chief, Capt. Cal Chamberlain; Iron State, Capt. Norman Miner; Iron City, Captain Wm. Wilson; Iron Cliff, Capt. Wm. Irvin; Anna Smith, Capt. F. LeMay; Alcona, Capt. Frank Danger; Alta, Capt. Wm. Leonard; Minneapolis, Capt. J. T. Hutton; B. W. Blanchard, Capt. T. W. Owen; Saginaw, Capt. Thomas Hayes; San Diego, Capt. Wm. Wells; Red Wing, Capt. Ed Lohr; Mont Blanc, Capt. W. W. Carter; St. Ignace, Capt. L. R. Boynton.

Ward's line of steamers will be commanded as follows; propeller W. H. Stevens, Capt. W. H. Campau; James Fisk, Jr., Capt. Wm. McLean; S. F. Hodge, Capt. F. Stanton; Toledo, Captain George Lindsay.

D. Whitney, Jr.'s, steamers and vessels will be commanded as follows: Steamers Mecosta, Capt. W. H. Hutchinson; F. W. Wheeler, Capt. John Ivers; D. G. Whitney, Capt. Dan Ingraham; S. C. Baldwin, Capt. W. H. Williams; Lansing, Capt. Barney Wilds; Ashland, Capt. George Trotter; Wayne, Capt. David Tiffaut; Melbourne, Capt. D. Critchett; H. W. Sage, Capt. C. S. Daniels; India, Capt. Geo. Cooper; Albany, Capt. Sam Moore; Nipigon, Capt. John Leonard. No appointments have been made for the Grace Whitney and Dashing Wave.

Engineers in all the above named steamers have not yet been appointed.

The steamer Idlewild will be commanded this year by Capt. Duncan McLachlan, with Geo. Lawrence as engineer.

The steamer Greyhound will continue under the command of Capt. William McKay, with Wm. Huff as engineer.

The Alaska will be commanded this year by Capt. Arthur J. Fox; engineer, John H. Galwey.

The Riverside will be commanded by Capt. Delano. WILLIAMS.

KENOSHA.

Special to the Marine Record.

The recent action of the lighthouse board, in ordering the discontinuance of our main light, has caused great dissatisfaction among our citizens and vessel men. Your correspondent circulated a petition, remonstrating and protesting against such action, and the same has been forwarded to the lighthouse board. The business men's club passed resolutions condemning such a move, and the city council has taken similar action. The light in question is one of the principal lights bordering on Lake Michigan. We hope the board will reconsider the matter, and continue the light, which is of great benefit to mariners.

The good, reliable and staunch schooner Contest, Captain R. Symmonds, has been captured by Captains Anderson and Nelson, of Racine, for $2,500. This brave craft, which has come out victorious in every contest with wind, storms and waves, is now to hail from Racine, and will be known no more among us.

The tug Fred Engel has returned from Milwaukee and will enter the fishing business.

The schooner Two Fannies has been chartered to load grain for Sarnia at 2 cents. C. A. E.

SANDUSKY.

Special to the Marine Record.

J. E. Monk, shipbuilder, is giving the steamer City of Dresden a thorough rebuild.

The steamer American Eagle, Captain F. J. Magle, is making regular daily trips between Sandusky and the Islands.

The steambarge Norma is making daily trips between this port and Marbie Head with limestone for Ohlemacher Bros.

Captain Fred Groch is having the machinery of his tug Dan Connelly thoroughly overhauled. His tug Myrtle will also get a general overhauling.

Alexander Savord has just completed the hull of a fishing tug for B. F. Dwele. She is 52 feet keel, 58 feet over all, 14 feet beam, 6 feet hold. Engine 12 by 12; boiler 4 by 9. He is also building for Ed Zurhorst & Co., a steambarge 110 feet over all, 23 feet beam, 6 feet depth of hold. Engine 14 by 14; boiler 7 by 10. WILLIAMS.

THE GREAT MUTINY ON BOARD THE SAIREY ANN.

It was the schooner Sairey Ann
That sailed the summer sea;
And the skipper's wife she came aboard,
For a masterful dame was she.

Of stature tall as her native pines,
Cheeks angular and thin;
And her eyes like a weasle's, sharp and clear,
Pierced through one like a pin.

The skipper he stood beside the helm,
His heart was in his mouth;
"I wish Matilda would come upon deck,
I'm suffering much from drouth."

"She keeps the key of the locker," he said,
"And I'm dyin', a'most, fur a sip;
A skipper who carries his wife aboard
Is only the mate of a ship."

"She's steward and bo'sun, and cap'n and crew,
And I'm but a loblolly b'y!"
In the slack of his breeches he took up a reef,
And he heaved the log with a sign.

Then he hailed the lookout on the mizzentop truck,
From the fo'ks'l he called up the watch,
And he bribed a galoot with the toe of his boot
To fasten the cabin-door latch.

And the crew held a caucus right there on the deck,
The skipper, of course, in the chair;
For the spirit of '76 was aroused,
And mutiny breathed in the air.

Then a shellback who'd sailed in the old Sairey Ann,
When the skipper was single and free,
Said: "We used to have rye served out all around,
Instead of this cat-lap called tea.

"I'm in favor of saving we won t work this ship
Any more on seven-eights water grog."
It was put to the vote, and the crew all said aye,
And they swore a deep oath on the log.

And the skipper was named a committee of one
To treat with the cap'n below;
He would have refused, but his throat was too dry,
Yet with fear to the task he did go.

But he stealthily crept to the cabin hatchway
And he quietly opened the door;
Where he found Mrs. Jones, rolling-pin in her hand,
Mounting guard o'er the whiskey in store.

The skipper was brave as a lion, 'twas said,
But he shook in his shoes when he saw her,
Yet the sight of the keys set his heart in a flame,
And he thought with fine phrases to thaw her.

"Matilda, my dear, the pride of my heart,
There's mutiny onto this ship,
The crew have met in a caucus, and swore
They'll take to the longboat and skip;

"They're tired, they say, of seven-water grog,
They want it a litt e more stiff;"
But Captain Matilda's nose went in the air,
And she gave a contemptuous sniff.

"I'll show 'em who's boss of this barky," she said;
"I've fed 'em like cattle in clover."
The rolling pin fell on Eliphalet's head
With a force that knocked him clean over.

And she marched o'er his body right on to the deck—
The crew in a body looked blue;
The look-out shinned up the back bobstay aloft,
The boy in the galley hid, too.

The watch below, which had come up on deck,
Now scampered the quickest way down;
And Matilda Jane Jones stood triumphant on deck—
There wasn't a mutinous sound.

"If there's any more growling aboard of this ship
I'll cut off the baccy as well!"
The skipper and crew went down on their knees,
And penitent tears from them fell.

The brave Sairey Ann made her port in a week,
And a meeker crew never landed;
Matilda marched 'em off to a red-ribbon club;
She was president, too, when they banded.
—*British American.*

CLEVELAND BREAKWATER.

Two important subjects were considered by the board of industry recently, the breakwater extension and plans for having Cleveland fitly represented at the exposition next summer. Hon. Amos Townsend and Hon. George W. Gardner, who went to Washington in the interest of the plan, returned some days ago. There was a large representation of business men present and the report, as read by Mr. Townsend, was received with a great deal of interest. The report was as follows:—

The committee appointed by this board to take the necessary steps to secure the enlargement of the present plans of the construction of the east wing of the harbor of refuge, recommended in the report of the special committee submitted to the board at a former meeting, beg leave to report what progress has been made and what has been accomplished in this direction.

The committee first submitted the whole plan of enlargement to Major L. C. Overman, United States engineer in charge of the work at Cleveland, who, after a careful examination, expressed himself as strongly in favor of the proposed plans of enlargement, with some modifications which he suggested. At our request he prepared a complete map of the harbor, showing the present plans and also the outlines of the new plans, accompanied with a careful estimate of the increased cost, all of which, with the full report of the original committee, has been printed in pamphlet form with a very good copy of the map. This report, including the map, etc., has been forwarded through Major Overman to the secretary of war, with a letter from the committees calling his attention to the necessity of immediate action upon the project, which the secretary promptly referred to the board of United States engineers for their action. This committee deemed it wise to visit Washington in the interest of the project, and are very glad to be able to say that the board of United States engineers, after a careful examination, approved the plans submitted by Major Overman for the enlargement of the east branch of the work, and recommended it to the secretary of war, who also endorsed it. Secretary Endicott sent it to congress with his recommendation, and it has been referred to the committee on applications for river and harbor improvements, with the assurance that when the appropriations are made for the continuance of this work, they will be in accordance with the new plans as now adopted.

This will increase the cost of the work between two and three hundrend thousand dollars, but still keep the cost of the entire work within the estimates as originally made.

The deflection of the arm of the eastern branch, as proposed and now really adopted, will add to the area of navigable water, all of which is from twenty-seven or thirty feet deep, about 110 acres, redering it safely accessible in time of storms and heavy seas, and making it the finest harbor on the entire chain of lakes. The advantage to the shipping interest can scarcely be over-estimated.

The committee acknowledged their obligations to Major Overman for valuable assistance cheerfully rendered them, and also for the services of our representative, Mr. Foran, who, in addition has assured us that he will endeavor to secure a liberal appropriation for the continuance of the work.

The committee think that this question is now practically settled, but nevertheless will keep it in view, and, if further work i required, will do what may be necessary.

AMOS TOWNSEND,
GEORGE W. GARDNER.

A CONSULTING ENGINEER WHO COULD NOT CONSULT.

CAIRO, ILL., February 20.

Special Correspondence to the Marine Record.

I am afraid that I shall never lift up my head again, for I am completely outdone this time sure enough. You see that after the shaking up I received in Chicago regarding my not knowing anything about steam, I determined to show the boys that I was all right after all, and that I was really smarter than they thought me. I say that my mind was thus directed when I received the following letter, written by some good friend and signed "Justice:"

"My Dear Sir," wrote Justice, "you are a brilliant young fellow, and these fellows who have been running you down are merely jealous of you. They are great on book learning, but let me say, (and I have been pulling a throttle forty years), book learning is no good. What we want are good practical engineers, just as you are."

This epistolary effusion fired me with new ambition, and on coming here I opened an office and hung out a sign saying, "Consulting engineer. Plans and specifications made for steam plants of all descriptions. Marine work a specialty."

In addition to the above I had inserted in the daily paper a card to the effect that I was, in addition to being an engineer, a man of profound erudition, and skilled in mechanical science. Even had my picture published.

My first customer was a man who wanted to know how to get the scale out of his boiler. I taxed him one dollar and told him to send a man into the boiler and scale it.

Next customer asked to know the best method to square a shaft with the cylinder. I gave it to him, got my pay, and was asked by another granger if he could safely run his engine without a feed pump, he having pawned his pump for whisky. Two dollars was my charge for enlightening him upon this momentous question. Marine work being a special feature, I was anxiously waiting for some one to come in who wanted my services. Mr. Editor, he came. Yes, he came just once too often. In fact, he sprung up and I went down. He was a fat and good-natured sort of fellow, and when he came in he laid down a large roll of papers and said:

"I am Captain George Bodkin. I am building a new boat and want to engage you to take charge of the work."

My heart fairly bounded and I casually remarked that I was rushed to death with work, or something of that sort.

"Well," said he, "my boat will be 280 feet long, 38 feet beam, and when trimmed up will draw 30 inches forward and 33 inches in the wheels. What I want to know is the power necessary to drive her up the river, the number of boilers I want; in fact, every detail of construction as related to power."

"Well, sir," I responded, "for a boat like that, you want 30-inch cylinders, 10-foot stroke, and eight 42 inch boilers with five flues in each, and have them 28 feet long, because the Ruth, James Howard, Rubicon, and Alvin Adams all have that power and are about the size of your contemplated steamer."

"But why do I want power as you designate?"

"Because the other boats mentioned have it."

"That does not satisfy me, young man. I want you to figure out scientifically why I want engines and boilers, as you say," said Captain Bodkin, growing impatient.

"O, I can't figure it out, but I know it is just what you want," I replied.

"You know it because some other boat run well with power of that size, is it?"

"Yes, sir, and I consider it a tangible demonstration of what you want that good work has been done."

"Hold on, young man; you want me to follow somebody else, do you? What kind of a world would this be if engineers were all like you? Why, we would be working single engine boats here on the river, and threshing wheat with sticks. Why, we'd run to flies with a water bucket, and load our muskets through the muzzle. No, sir, I want to follow no man, for those who follow never invent new devices. Take my advice and take down that high-sounding sign, go out on the river bank and bury your monkey-wrench and learn how to use it scientifically before you dig it up again. The days of engineering by main strength and awkwardness are gone, never to return. Science steps in and directs the arms of labor, and the engineer is poor indeed who has to be directed by some one else all his life. Study, young man, and be master of your trade, and be master of yourself. Good day sir."

Don't you think he was real mean, Mr. Editor? THE SECOND ENGINEER.

RANGES AT OWEN SOUND.

Notice is hereby given that under the instructions of Staff Commander Boulton, R. N., ranges have been established at Owen Sound by which vessels navigating the Sound can ascertain the errors of their compasses.

On the northwest shore of the Sound, and about half a mile beyond Findlay's mill are erected four posts. That nearest the shore is surmounted by a plain white triangle. The remaining back beacons have marked on them in black the letters S. W., W and N. W. These brought in line with the aforesaid triangular top beacon will point out respectively the southwest, west and northwest correct magnetic lines.

A similar set to be ranged in the same manner is erected on the southeast shore, on a clearing between the French Village and Squaw Point. These posts indicate the east southeast and south lines. The southeast side of Griffith's Island just in sight open of the shore near Cape Commodore bears N. 3/8 E: Point William and Squaw Point in one may be taken for the N. E. line.

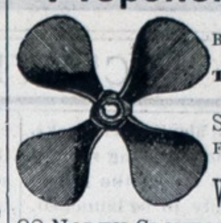
Each of these ranges should be kept exactly ahead for a short interval until the difference between their correct bearing and the ship's course is noted as the error on that particular course.

Copies of directions for obtaining error and other necessary forms can be obtained from the harbor master, Owen Sound, by any master desiring them.

WM. SMITH,
Deputy Minister of Marine.

ED J. KENDALL.
The Marine Reporter.
Collections Made and Prompt Remittance, Orders Promptly Delivered with Small Boat Day or Night—Reference Port Huron Savings Bank,
PORT HURON, - - - MICH

Scott's New Coast Pilot
Second Edition, Revised and Enlarged,
With new Maps and Illustrations corrected to the opening of Navigation in 1888,
IS SOLD BY
SHIP CHANDLERS
AND BY THE PUBLISHER.
GEORGE SCOTT,
AT 162 LARNED ST., E, DETROIT, MICH.

Propeller Wheels.

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These Lamps give a more brillant light than any Signal Lamp now in use.
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WE ALSO MANUFACTURE THE CELEBRATED
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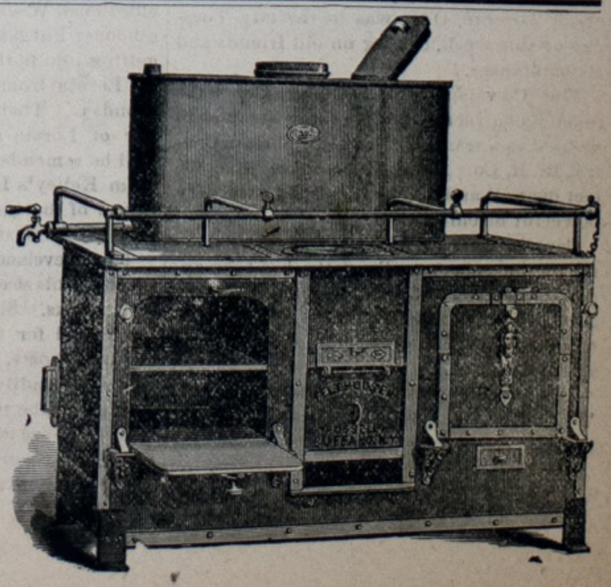

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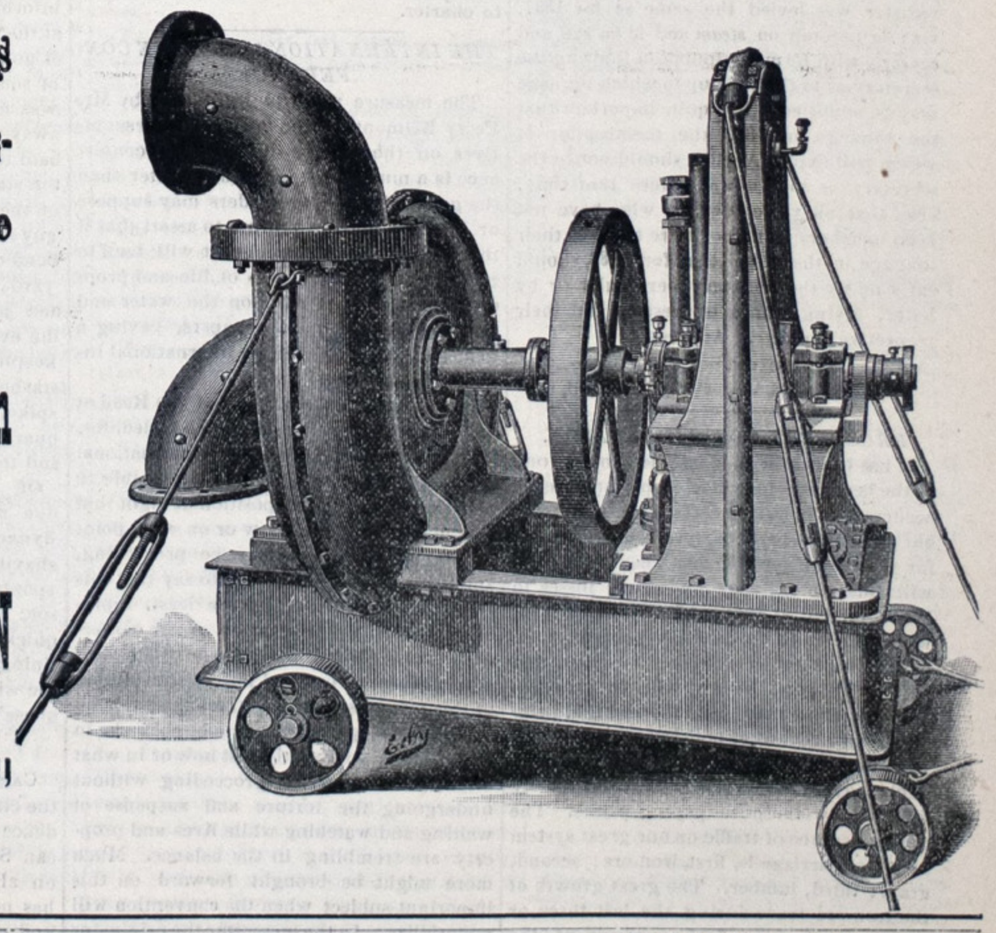

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Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to MARINE RECORD, Cleveland, Ohio.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

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BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

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Evans & Van Epps, Superior street, Cleveland.

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MARCH 22.

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[Membership, 1887]

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Ninety-five sail and consort, aggregating.60,089 tons.

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MARINE RECORD—OFFICIAL PAPER.

NOTICE TO VESSEL OWNERS.

By resolution of Cleveland Vessel Owners' Association, February 2, 1888, the assessment on the tonnage for 1888, custom house register, was levied the same as for 1887, viz: 3c per ton on *steam* and 4c on *sail* and *consort*, with former stipulation limiting the secretary as to the time up to which tonnage may be admitted. It is quite important that the tonnage for 1887 the membership of which will expire April 1, should notify the secretary as to renewal before that time; also, that all vessel owners who have not been members, but who desire to place their tonnage in the association for 1888, should early notify the secretary, personally or by letter, giving names of vessels and their respective tonnage. Address,

B. L. PENNINGTON, Sec'y and Treas.,
110 and 112 Water St., Cleveland, O.

PROSPECTS FOR THE SEASON.

It has been said that last season was one of the best years for vessel men that has ever occurred. This, in a certain sense, is true, but while they, perhaps, received more profit for the season's work last year than they will this season, they had some losses to look after out of that profit. This season, while the profit on earnings may not be so large, there can not be a doubt but that an equally good season will be realized. While freights may not rule so high, principally on account of political excitement or from fear that the tariff on iron and its products may be tampered with, rates on ore will rule well up to paying prices. The greatest source of traffic on our great system of water carriage is, first, iron ore; second, grain; third, lumber. The great growth of the iron ore trade during the last three or four years is one of the marvels of the growth or increase in the production of iron ore in the northwest. Before 1860 few people dreamed of the enormous wealth that lay buried in the grounds of Michigan, Wisconsin, or Minnesota in the shape of ore, and it was not until the fall of 1886 that the mines of Minnesota were fully developed.

In 1854 the total product of iron ore in the Lake Superior region was only 3,000 tons, the entire quantity being derived from the Cleveland mine. The following year the production from the same mine was only about half of that amount, which caused great depression among vessel men, as they reasoned that the iron ore supply from that region would surely fail. Prophets of evil, however, gain no credence in their own country, and since that time that same region has yielded over 31,000,000 tons. While this has been the means of creating colossal fortunes for individuals, as in the case of the discovery of the Gogebic mines, it has also been the means of building up cities which would be a credit to any country of infinitely older growth.

There is every probability that the production of iron ore and the demand will be greater than that of last season. We noted some weeks since that orders for steel rails had been placed for 100,000 tons, the equivalent of 2,100,000 tons of ore. We have since learned that double that amount had been ordered and the car wheel shops were full of orders and have been obliged to refuse several good contracts for want of facilities to produce. This is almost positive evidence that there will be as much ore brought forward this season as last, and justifies vessel men in holding together until the 1st of May. No defection from the compact has yet occurred, and it is believed that there will be none.

At the present time the outlook is good for vessel men and all unite in the belief that there is a prosperous and profitable season before us.

While there is not so large a visible supply of grain in the elevators in the west, the opening freight will not be much less than that of last season, charters from Duluth having been made at 4 cents. The lumber trade will be more active than that of last season, and vessels must be taken out of the ore and grain trade to accommodate it. It has been said that we have built too much tonnage during this year, but that was said of the amount launched last year, and it was not borne out by facts, as we had more demand for tonnage than could be accommodated even with the increase of tonnage. While there will be much new tonnage to compete for the business to come up this season, much has gone out of existence, which is verified by the table of losses printed in these columns last December. Last season we had the largest carrying business ever known in the history of the lakes, owing principally to good dispatch and a favorable sailing season early in the year. We can not, therefore, expect to do much more with the tonnage to enter for the coming season's business, especially if ore vessels do not break away earlier than the 1st of May.

If we except labor troubles there is no combination that can defeat the present prospects for a good season for carriers on the lakes and owners should not be too eager to charter.

THE INTERNATIONAL MARINE CONFERENCE.

The measure recently introduced by Mr. Perry Belmont to the house of representatives on the coming international conference is a much more important matter than the generality of our readers may suppose or imagine, and we venture to assert that if this bill is carried through it will tend to mitigate the frightful loss of life and property so often met with on the water and reported in the various papers, having a domestic, local, or even an international interest to the reader.

In the first place the Rule of the Road at Sea certainly requires to be amended, for, at the present time under the international steering and sailing rules, it is possible to place vessels in such a position at night that it is impossible to tell how or on what point of the compass they may be proceeding, and it is almost unnecessary to say that this state of affairs is, to say the least, reprehensible, and in the wisdom of the conference, rules should be formed which will admit of a practical and intelligent solution of this most essential point, for just as soon as a light is sighted mariners ought to be in a position to tell exactly just how or in what direction the light is proceeding without undergoing the torture and suspense of waiting and watching while lives and property are trembling in the balance. Much more might be brought forward on this important subject when the convention will materialize. In the meantime the originator and supporters of the bill have our entire sympathy and support in any and every measure brought before the house having the method of determining the direction and course a vessel is pursuing at night. In the case of foggy and thick weather recent collisions point out a sad deficiency in the present rules and regulations, and a radical change is necessary in the interests of passenger and freight carriage and transportation.

Again, we would like to see a better system of signaling adopted. The change from the old Marryatt code to the later and present Commercial code was an immense stride in the right direction and was all sufficient for the time being; but present requirements call for a more condensed and comprehensive system of day signals, and we sincerely hope for a complete and adequate method whereby passing vessels may communicate without the loss of time, and consequent annoyance of stopping to exchange a sentence or two as they have to do at present, and in these days of telegraph, telephones, and scientific advancement it would not require a very great strain on the intellectual capabilities of our members of the mercantile marine to comprehend a concise and brief system of communicating with vessels or coast stations.

IN the Industries of Cleveland, a book issued by the Elstner Publishing Co., we find the following notice of this paper. It has not been paid for yet:

"At the center of lake shipbuilding, Cleveland, the MARINE RECORD has been published for the last eight years, and it is now the only marine newspaper published west of New York city, having outlived all its contemporaries in the maritime interest. The MARINE RECORD was started in the fall of 1879, and has continued to grow in size and influence from that date until the present time. The edition of November 17 last was enlarged by the addition of eight columns, which is equivalent to two pages—made possible by the extensive advertising patronage it has gained during the last six months and the enormous growth in its subscription list. The present publisher, Mr. A. A. Pomeroy, took charge of the RECORD during the summer of 1883, and has conducted it on business principles, so that to-day it stands at the head of maritime publications in this country. Being an official newspaper of the War Department, it is desirable to all contractors for river and harbor improvements; being the official paper of the Lake Carriers' Association and Cleveland Vessel Owners' Association, it is desirable for all vessel men; being the only marine newspaper on the lakes, it is desirable for all dealers in marine goods as an advertising medium. The editor, who has been connected with the newspaper business during the last twenty-three years, is a positive and enterprising journalist, and has proved, since he took charge of the MARINE RECORD, that "the fittest survive." The offices of the RECORD are at No 144 Superior street."

THE GILDER FLUKE.

To the Editor of the Marine Record:

Reading in your last issue of a serious catastrophe having occurred in your press-room, for future guidance I beg leave to inform you that your people started entirely at the wrong end of the difficulty and instead of going to the immense trouble and expense of sending for a new gilder fluke, all that was necessary when the guy rope carried away was simply to hook on the poop downhaul to the jib-truss, take a round turn with the starboard rudder truck to the upper part of the lee forefoot, then with the remaining guy rope form a double concentrated carrick-bend on the bight of the fore and aft mainyard, and with one twist to port and a sudden jerk on the key of the keelson perform the evolution of bracing up on both tacks, keeping a gentle zephyr rippling over the starboard quarter. Then take a marlinspike, or, better still, a handspike, on the lee quarter, give her a slight pry to windward and the thing is done.

Of course, in performing the maneuver due regard would have to be paid to the dynamite stored in the second engineer's shaving box, for, one second's delay, and spontaneous conbustion would certainly ensue; but there will be ample time for a smart, quick, intelligent officer to save the satin lining of his sea boots by briskly placing the wim-wam on the electric current of the goose's bridle.

BY ONE WHO HAS SEEN IT DONE.

CAPTAIN JAMES DAVIDSON, who was in the city last week, says regarding the Providence steam windlasses, made by the American Ship Windlass Co., that he uses them on all of the boats he builds, and that he has no hesitation in saying that it is the best and most complete machine for the purpose ever used on shipboard.

THE secretary of the Lake Carriers' Association is in receipt of the following letter:

SIGNAL OFFICE, WAR DEPARTMENT,
WASHINGTON, D. C., March 13, 1888.

SIR—Referring to the resolutions of the Lake Carriers' Association under date of March 3, 1888, forwarded to this office, I have the honor to say that the original intention of the Chief Signal Officer was to discontinue the station at Mackinac City, Mich., owing to the lack of funds to keep up the necessary stations. It is learned, however, that congress will probably vote a deficiency so that the cause which prompted the discontinuance of the Mackinac station will soon be removed. In inquiring into the entire condition of the lake stations it has finally been decided to open at Sault ste. Marie a full signal service station, while that at Mackinac City be continued as a display station, the observer receiving, as now, full information as to the signals to be displayed, the position of the center of storms, etc. The only difference will be the discontinuance of the barometer, temperature and rainfall reading at Mackinac, which, however, taking place at the Sault, sixty miles to the north, will not only give better meterological conditions for the entire lake region but will also render it possible for this office to make more accurate signal orders for Mackinac and the other lake ports than is now possible. You will thus see that the great and important commercial and maritime interests of the lakes have been borne in mind by the chief signal officer, so that during the coming season it is hoped that the service will be more satisfactory than ever before. Please convey to the president and managers of the Lake Carriers' Association my appreciation of their continued interest in this service and the desire of the chief signal officer to conserve their interests so far as may be within his power.

A. W. GREELY, Chief Signal Officer.

VARIATION AND DEVIATION OF THE COMPASS.

To the Editor of the Marine Record:

I published in your paper a few weeks ago an article detailing the process of finding the variation of the compass at sea, and I find in a recent issue a contributor writing under the initials of J. S. partly contradicting my statements as set forth in a previous letter. Now, I wish to settle this matter by stating that I have examined some of the best authors and find that the greatest variation on the equator is 20°, and in latitude 60° north the greatest variation is 49° west, and in latitude, 60° south the greatest variation is 40° in east longitude; consequently the assertion that any error has crept in is entirely wrong, and certainly your contributor is in error when he states that the variation of the compass is not less on the equator than it is in high latitude. He can not for one moment pretend to hold his position in an argument which admits of no termination but the natural and correct one as determined by previous navigators and scientific men and astronomers, and I still assert that the mode of obtaining the variation of the compass, to an experienced navigator, is just as easy as I avowed in my former letter, and simply requires a person to understand the various movements of the sun through the heavens, or rather the earth's annual movements, and the problem is solved.

The correct definitions of variation and deviation are synonymous; that is to say, there is no difference at all, and the writer of the recent letter has probably got mixed up with the error of local attraction which amounts to variation of the compass in whatever latitude a ship may be placed; at the same time the whole error of the compass may be termed variation, and as regards the present laws of magnetism, it is not necessary for a revisal, as the present knowledge is sufficient for experienced navigators, and for all purposes when afloat, and I should say that I would like J. S. to give figures to prove and substantiate any statements that he makes in contradiction to the above. Had I but a little more leisure time, or if this correspondence had cropped up earlier, I would have been in a position to refute and clearly exemplify all assertions that I have made; yet it must be understood that I do not depart one iota from my previous statements.

So far as masters of vessels on the lakes are concerned I unqualifiedly admit their skill and seaman-like qualities are all that can be desired, and second to none others afloat. I simply meant that masters should be more conversant with the methods of correcting their own compasses for local attraction which is bound to exist in vessels where iron is used in the construction.

L.

The Only Shirt Factory in the City

Where all kinds of *Flannel Shirts*, Navy-blue, double and single-breasted *Sailor Shirts*, *Waterproof Shirts*, *Cheviot Shirts*, made in a *regular home made style*, every shirt 54 in. wide, 40 in. long, wide sleeves, extra well sewed, can be found at the Boston Dry Goods Store, 213 Detroit street, second door from corner Pearl streets. Also *Our own home-made Jean Pants, Overalls, Jumpers*, etc., and all of above will be made *to order* if the customer desires it, for the same price as sold ready-made.

Don't forget to call on KOHN & CO., 213 Detroit St., near corner Pearl.

VESSEL OWNERS' ASSOCIATION BILL.

Be it enacted by the senate and house of representatives of the United States of America in congress assembled:—

First—That all sea going vessels and vessels navigating the great lakes, whether steam or sail, and engaged in the freighting and passenger business, or either, excepting public vessels of the United States and vessels of other countries, shall be subject to the provisions of this act.

Second—That, in addition to the inspection provided for in Title LII, regulations of steam vessels, of the Revised Sttutes of the United States, and in conformity to the provisions of that title, and as far as practicable in the case of vessels now required to be inspected by the said title, at the same time with the inspection now required, the local inspectors appointed under the provisions of said Title LII, shall once in every year at least, and on application in writing of the master or owner thereof carefully inspect each vessel in their respective districts, and shall satisfy themselves that upon every such vessel so submitted to their inspection the requirements of this act, as well as all other things now required by law, are faithfully complied with, and the provisions of said Title LII, of the revised statutes, and the amendments thereto so far as the same are applicable, shall in all things, not herein specially provided for, apply to and govern the inspections hereby required to be made, and the secretary of the treasury shall make such regulations as may be necessary to secure the proper execution of this act.

Third—Every such vessel not now required by law to have and carry the same, shall carry one good life-preserver for each person employed or carried on such vessel, and shall carry one seaworthy life-boat or yawl boat at least, and in all cases the necessary number of such boats of sufficient capacity to carry the crew of such vessel in rough weather; and there shall be kept fastened in each such boat not less than five oars of proper size, and a sufficient number of thole-pins or other good appliance for rowing, and a suitable appliance for baling. Every such vessel, except when engaged in navigation exclusively within a single district, shall carry at least two anchors of proper size and weight, with two good chain cables, each not less than sixty fathoms in length, and shall have the ends of such cables securely fastened, the one end to the anchor and the other end inboard; and every such vessel shall carry on deck near the stern not less than one large circular life-buoy, in a conspicuous place, ready to be instantly thrown overboard.

For every violation of this section that shall not have occurred or arisen through circumstances or causes over which the master of such vessel had or could have no control, such vessel shall be subject to a penalty not exceeding $100.

Fourth—The local inspectors shall also carefully examine the hull, build, size, construction and sheer of each such vessel, and, whenever they shall deem it necessary to prevent everloading, they shall after such examination, and taking into consideration the build, size, construction, sheer and draft of water, fix and establish a safe load line, for such vessel which shall be marked with a wooden or painted strip, three feet long and three inches broad, which shall be kept painted in a color contrasting with the color of the vessel, or with such other device as shall be designated by the Secretary of the Treasury, and so placed as near midships as practicable, that the lower edge thereof shall mark the safe load line for all seasons; and it shall be unlawful for such vessel to be loaded deeper than the safe load line so fixed; provided, however, that whenever in the judgment of the local inspectors, it would be prudent and safe to permit any vessel to load deeper than such established line between the 1st day of May and the 15th day of September in any year, the local inspectors shall fix a second or summer load line in the same manner above the first and between the 1st day of May and the 15th day of September in any year it shall be lawful for any such vessel so allowed a summer load line to be loaded to such summer load line but no deeper. An appeal shall lie from the action of the local inspectors in fixing the load to the supervising inspectors who shall conduct the investigation of such appeal with all the powers conferred in and by said Title LII of the revised statutes in cases of appeals and shall make such personal investigation and examination as he shall deem expedient, and for every violation of this section the master of such vessel and the owner thereof if a party to such violation shall be liable to a fine of not more than $200 and may in addition thereunto at the discretion of the court be imprisoned not to exceed six months.

Fifth—Any person who, after the strip or device marking any such load line has been established and marked upon the vessel under the direction of the local inspectors as aforesaid, shall willfully or intentionally change or alter the same by lowering it below or raising it above the place so fixed by the local inspectors, shall be punished by a fine not exceeding $500, or by imprisonment at hard labor not more than one year, or both in the discretion of the court.

Sixth—The certificate of inspection provided for in Title LII of Revised Statutes shall only be granted after the local inspectors shall have satisfied themselves that all the requirements of this act have been faithfully complied with, and the said certificate shall so state, and to vessels not now required by said Title LII to be inspected certificates in triplicate of inspection and of due compliance with the requirements of this act shall be granted by the inspectors in such form as shall be prescribed by the board of supervising inspectors, when the local inspectors shall have satisfied themselves of such compliance; and if the inspectors shall refuse to grant such certificate they shall make and subscribe a statement in writing, giving the reason for their refusal.

And it shall be unlawful for any such vessel to engage in navigation until such certificate shall have been granted it; and for every violation of this section the owner and master of such vessel shall be liable to a penalty of $100, or to imprisonment for not more than six months, or both in the discretion of the court.

Seventh—It shall be the duty of the master of any such vessel to cause such certificate to be conspicuously displayed, as required by said Title LII concerning certificates therein provided for, and in case any such vessel be engaged in navigation at any time without such certificate so displayed, such vessel shall be liable to a penalty of not to exceed $50.

Eighth.—The District Courts in the several Customs Districts, where any of the offenses designated in this act may happen, shall have jurisdiction of said offenses; and the expenses consequent upon the inspections and granting of certificates required by this act, shall be provided for, in the same manner as like expenses arising from the inspection of steam vessels, heretofore required by law.

MARINE UNDERWRITERS.

The meeting of the underwriters interested in the Inland Lloyds Vessel Register was continued in the Lloyds office. There were present, besides Manager Bates, ten underwriters, as follow: Messrs. O. T. Flint, representing the Ætna and Greenwich; H. S. Sill for the St. Paul Fire & Marine; Townsend Davis, for a round half dozen companies; C. W. Elphicke of Chicago for the British American; David Vance and Frank L. Vance of Milwaukee for the Commercial Union; Thomas G. Crosby of Chicago, for the Union of Philadelphia and Manheim; G. W. Franklin of Chicago for the Boston Marine; J. J. Clark, of Detroit, for the Detroit Fire & Marine; G. A. Tisdale of Cleveland, for the Mercantile of Cleveland.

The business taken up was the consideration of the propositions made by the vessel owners and the election of the Lloyds management. The proposition made by the Lake Carriers' Association was that vessel owners through that body be given an equal voice in the rating of vessels and that half of the expense be borne by it. To this the underwriters agreed and the executive committee was empowered to confer with the managers of the Lake Carriers' Association in order to make the proposed arrangement. If it is made, no vessels will hereafter be surveyed except by representatives of the underwriters and the Lake Carriers acting together. It is feared on the part of some, however, that vessel owners, especially such as have no grievances, will not care to pay for rating their vessels, and the Lake Carriers' Association, having no authority to assess them, will not find it easy to raise the funds.

Another point raised by the vessel owners was that no man could rate a vessel without looking her over, and though this is equivalent to saying that no jury can give an intelligent verdict in a murder case without having seen the murder committed, the underwriters acceded to the demand for extra Lloyd managers, and appointed Captain John Rice and John Martin of Buffalo, to look at the reports from which the ratings are made up and decide whether, in their opinion, Manager Bates had correctly rated the vessels. They will go over the whole make up of the Lloyds. The three disputed vessels, the Cumberland, Anna Smith, and John Pridgeon, Jr., will in this way come under their authority, and it is expected that if they coincide with Manager Bates no further protest will be made by the owners against his rating.

But in case the owners are still dissatisfied it is arranged that they shall in each case select an inspector, the executive committee of the Lloyds another, and these to choose a third for the inspection of the vessels, their decision to be final. The vessel owner in each case is to pay the cost of inspection. It is quite generally believed that this latter step will not have to be taken, as it is known that the joint meeting between underwriters and vessel owners had a salutary effect on the late difficulties.

The new rules for the Lloyds adopted last fall by the board were in cases approved by the underwriters. It is held that these rules do not greatly change the style of classification, but that they are especially valuable because everything can now be reduced to rule, and a vessel owner will hereafter know exactly what he must do to secure a certain rating. For this reason it is stated that in spite of the complaints there will be more ratings up this year than ever before, for owners ask and obtain exact information as to what is necessary to reach a certain rate. The register will be published sometime this month.

The following officers of the Inland Lloyds were elected: President Oscar T. Flint, of Buffalo; vice president, Thomas G. Crosby, of Chicago; secretary and treasurer, Henry S. Sill, of Buffalo; manager, W. W. Bates, of Buffalo; executive committee, Townsend Davis, of Buffalo, chairman; Oscar T. Flint, Henry S. Sill, of Buffalo; Geo. W. Franklin, of Chicago; J. J. Clark, of Detroit. The only change was the substitution of Captain Crosby for Mr. G. A. Tisdale of Cleveland as vice president and the reduction of the executive committee from six to five members by the dropping out of Mr. Tisdale. This was done at the latter's request and it seemed to be rather necessary that a quorum of the committee be kept in some one city, on account of the work laid out for it to do. The salary of Manager Bates was raised $500, which may be considered an expression of the general approval of his management during the past year.

In the afternoon a long session was held by the underwriters at Smith, Davis & Co.'s, but none of the proceedings were made public. In reply to the natural sugggestion that the meeting was for the purpose of fixing up a hull tariff for the season it is stated by authority that nothing of the kind was done and no tariff has been agreed upon.

THE new rules and regulations of February 11, 1887, are: That the glass globes of signal lights are in no case less than 6 inches diameter and 6 inches in height, [clear glass.]

Ship owners and captains, before buying, should ask to see "Helvig's" new designs and improvements in signal lights of elegant finish and workmanship, superior to all others, and fully as low in price.

First-class Merchant Tailoring

Done in the nobbiest style, according to monthly new fashion plates, and the *prices made as low* as for ready-made store garments is adopted by Jos. L. Kohn, practical tailor and cutter, who furnishes none but Gent's. finest *Dress Suits, Business Suits,* single *Pants* and *Vests* with the guarantee that none be delivered unless they are to the entire taste of the customer. Call on

J. L. KOHN, 213 Detroit street.

[*Around the Lakes Continued from 1st Page.*]

PORT HURON.

Special to the Marine Record.

The schooner Wm. Young was sold to Captain Bailey and others, for $2,700 cash. That is called a very low price for a vessel of her class.

Steambarge Maine is in the Wolverine dock, being calked and receiving a general overhauling.

The Crosthwaite will be as good as new when she comes out of Dill's dock.

The B. B. Burkhart will come out with three masts this season, with Capt. James Hall as master. She is just about right.

Tug Mocking Bird is being overhauled both in hull and machinery.

Steamer Oscoda is receiving a new main mast; also a coat of paint under the keen eye of C. M. Green, the painter.

Mr. C. E. Easman of Saginaw, was in the city looking after his vessel property.

Capt. Holland has begun to fit out his steamer Porter Chamberl n.

Capt. Hill of St. Clair, has sold his vessel the Minnie Davis to Capt. H. N. Jex, and others of Port Huron.

The str. Geo. King arrived to get her new boiler, made here by Love & Scofield.

The Phœnix Iron Works closed two very heavy contracts at Carleton & Cole's office Thursday evening. They sold to Robert Holland, of Marine City and Capt. Pringle, of St. Clair, a large fore-and-aft compound engine and boiler complete, and to the Saginaw & Toledo Transportation Co., a steeple compound engine for one of their freight boats. The two contracts aggregated nearly $40,000. The Phœnix Iron Works employ a large force of men, and are one of the most substantial firms in the state. They are reaching out for trade, and are known all over the country as manufacturers of first class boilers and engines. J.

All you can see for ten miles out in Lake Huron is solid ice.

Capt. Lon Cox's new steamship will be named the "Tom Adams."

The steamer Mary is now making regular trips on the river route.

Large quantities of ice has been running in St. Clair river during the week.

Capt. Will Hutchinson's large new steam barge was launched at Bay City last week.

In the year 1887 the steamer Mary made her first trip to this city from Marine City on March 10th. This year she made her trip one day later.

E. W. Parsons will again act as clerk of the steamer Darius Cole this coming summer. Mr. Parsons is one of the most courteous, obliging and pleasant steamboat clerks on fresh water and is very popular on the river route.

ST. IGNACE.

The arrival of the great ice crusher, St. Ignace, is being anxiously awaited here in the hopes that she will be able to keep open a channel between Cheboygan and the town of St. Ignace, and prevent a delay in the mails that has become monotonous. It is hardly likely that the St. Ignace will start for some time yet, and this is due to a singular and unexpected circumstance. She was placed in the drydock to be completed and when all ready to come out and start north it was found that she drew too much water to float out owing to the additional weight of machinery that had been placed on her and also because the lakes are very low. Sixteen pontoons were made at considerable expense and attached to the hull to give it more buoyancy, but so far she has not been lifted enough and still remains in dock. The problem of how to break the ice in the straits is small compared with the other one of how to get the St. Ignace out of her present trouble.

BUFFALO.

Special to the Marine Record

H. G. Trout, of the King iron works, Buffalo, is making three propeller wheels for the Montague iron works, Montague, Mich., to go with engines building by those works, one for Davidson & Holmes and Captain John Lang. Also, for Rogers & Bird, Saugatuck, Mich.

A suit of great interest to lake carriers was last week decided by a supreme court jury, after a trial before Judge Lewis. November 27, 1880, the steambarge James Davidson, loaded with 60,000 bushels of corn from Chicago to Buffalo, ran into ice on Lake St. Clair, stove a hole in her starboard bow by the contact, and consequently damaged 20,000 bushels of the grain. She put back to Port Huron, repaired the bow, and went down to Detroit, where she, with several other down-bound vessels, was compelled to remain during the winter, because of heavy ice at the head of Lake Erie. The dry corn was unloaded by hand, and after the wet stuff had been removed it was returned into the Davidson's hold. The damaged grain was sold at 17 cents per bushel. The Great Western Insurance Co. had $16,000 on the cargo, and the Continental $17,000. The loss was settled by them. In 1885 the Great Western, which had gone out of business, sued Captain James Davidson, owner of the steambarge mentioned, for her general average portion of the expense caused by handling the corn to remove the damaged portion. The defense held that the vessel was in no jeopardy at that time, and won the suit. In the present case the Great Western people sued Captain Davidson for its portion of the entire loss on the cargo, amounting with interest due to $8,348. The plaintiff claimed that caution was not used by the boat's officers in proceeding down Lake St. Clair so late in the fall when the ice was on its surface; that the carrier was guilty of negligence, and therefore liable for the damage done. The defense showed that the boat's bows had been properly ironed before leaving Chicago; that she was carefully and prudently managed, and that when she encountered the ice she was not running more than two miles an hour; that the Davidson had the barge Ogarita in tow, and both intended to remain in the ice till daylight. The leak was first noticed shortly after 6 p. m., when the boats were lying to. A verdict of no cause of action was soon agreed upon. Vessel owners have taken much interest in this case, since it involved a most important point. The plaintiff maintained practically that a vessel has no right to sail in the spring or fall when there is danger from ice, and that if she does so she becomes responsible for any damage done to her cargo or herself. The Continental Co. joined issues with the Great Western, and if the latter had been successful in this suit Captain Davidson would have been called upon to settle with it also. It is understood that the Great Western will now pay Captain Davidson about $700, its general average portion of the cost of making good the boat's damage.

H. G. Trout, has a contract with the Milwaukee shipyard company, or John Fitzgerald, and others to build an engine a duplicate of steamer Omaha.

Thomas Ryan has hauled his schooner Pride of America from the beach at Charlotte, Lake Ontario, on the ice over deep water. He expects her to float when the ice breaks up.

The steamer Wyoming has been leased by the Western Transit Co. from R. Mills & Co., for another season for $35,000, the transit company to pay all expenses.

One of the old boilers of the propeller Cuba, is to be placed in the steamer D. J. Foley, and the latter's engine steeple compounded. The Cuba is being provided with two new boilers.

Work on the propeller Saginaw Valley at Black Rock is progressing slowly. She will hardly be finished by May 1.

The steambarge D. J. Foley, which was brought up from the coast, is undergoing considerable work to better fit her for the lake trade.

The Lackawanna people have chartered the propeller Northerner from Captain Thomas Maytham and others for the ensuing season. The consideration is not stated, but it may safely be placed between $20,000 to $25.000. The Lackawana Co. has also been negotiating for the Cuba, Russell Sage and John C. Gault. Her owners wanted $85,000 for the Cuba.

A petition has been presented to the Buffalo common council asking that vessels be prohibited from tying up in the narrow mouth of the harbor.

Captain George W. Talcott, an old time lake mariner and tug man, well known in the city, committed suicide late Monday night at his home at No. 470 Swan street. At about 10:30 o'clock a man boarding at the house found Mr. Talcott lying upon the floor in his bedroom. A bullet hole in the right side of his head and a 38 caliber Colt revolver lying within reach of his hand showed too plainly the suicidal intention. Dr. F. E. Hill was at once sent for, and upon examining the body he pronounced the man dead. Coroner Durney was notified and took charge of the case. The deceased was 57 years old and leaves a widow and two children, a son and a daughter. The family did not hear the pistol shot and had not noticed anything peculiar in the captain's actions during the day. It is said, however, that he has of late been acting rather irrationally, and it is supposed that during a fit of temporary insanity he did the deed.

TOLEDO.

Capt. Daniel Bannatyne died here Sunday after suffering from rheumatism for nine years. Capt. Bannatyne came to this country from Scotland on the United States frigate Independent and afterwards sailed on the store ship Lexington. located in Toledo in 1850 and sailed the lakes then until confined by sickness. His last vessel was the H. S. Walbridge, which he commanded seven years.

Vessel inspectors DeWolf and McGrath are here inspecting Howell's new propeller Douglass, which was launched at Gilmore's drydock Tuesday. She is the old Morning Star lengthened and altered throughout and will be used in the fishing trade.

Capt. Hubbard transferred one half interest in the tug Andrews to Williams & England for two-fifths of the Syracuse, which he sold to Joe Skeldon and Henry Sullivan.

Sullivan and Hubbard have made the following appointments of officers to their fleet: Propeller Monohanset, A. Fitts master, Fred Trauftler engineer; schooner Massasoit, John Grady master; schooner Penokee, Joseph Skeldon master; schooner John Schutte, James Wood master; tug Andrews, Ed Williams master, Wm. England engineer; tug Mary A. Green, Jas. McKinley master, E. Passano Engineer; Tug Syracuse, James Skelton master, Henry Sullivan engineer; tug W. E. Rooney, Wm. J. Leaver master, James Farr engineer;

Jerry Parya has rebuilt the tug J. S. Spinney from the keel up; she has got the machinery formerly used in her old hull. She is owned by C. G. Curry and Captain John Dunseth. The latter will have command of her, and Frank Sayen will be engineer. She will be launched this week.

A. L. Mills has rebuilt James Rooney's tug Thompson Brothers. She will be launched this week.

The tug Pathfinder left Toledo for Detroit Tuesday morning, to tow two scows to Toledo for James Hardy.

The tug Christian left Toledo for Port Clinton, her new home, Tuesday morning. She will be used in the fishing business by the Port Clinton twine company, who have purchased her from Capt. M. J. Enright. Consideration $5,000.

The schooners Maumee Valley and W. H. Rounds, are receiving new decks.

The schooner Annie P. Grover has received new stanchions, stringers, plank sheer, bulwarks and rail.

The barge Brooklyn has received five strakes of new planking on her topsides, new plank sheer, stanchions, bulwarks, rail, and floor ceiling.

The schooner St. Peter has received some new stanchions and new rail all around.

The schooner Josephine, owned by Chesebro Bros., has received new fore and mainmasts, and has been converted into a barge. H. P. Tobey, shipchandler, is fitting her out with new wire rigging and altering her sails.

H. P. Tobey is supplying new wire rigging and altering the sails of the schooner Montana; also, supplying new wire rigging on the schooner Montgomery.

The Presque Isle Park and Steamboat Co. commenced fitting out their steamers Wednesday. Captain J. M. Mitchell who commanded the steamer Saginaw last season will be superintendent of the steamers and have full charge at the Island. Captain L. M. Stoddard will again have command of the steamer Evening Star, and Captain Harry Tyrie formerly of the propeller Morning Star, will command the steamer Saginaw.

Capt. W. P. Bryan, who commanded the Grace Grummond when she was a side wheel excursion steamer, will this season command the steambarge J. Rumble of River Dale, Illinois.

A. W. Colton returned from New York Sunday evening. There has been nothing done with the Wabash boats yet.

Mr. William Campbell, who was chief engineer of the steamer Flora last season, will be engineer of the steamer Saginaw, this season. WILLIAMS.

Jack Benline, Dan Burde and Jake Sibilla were rowing on the St. Clair river Monday evening when their boat capsized and Burde and Sibilla were drowned. Benline clung to the boat and when rescued was nearly dead from exhaustion and cold.

LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

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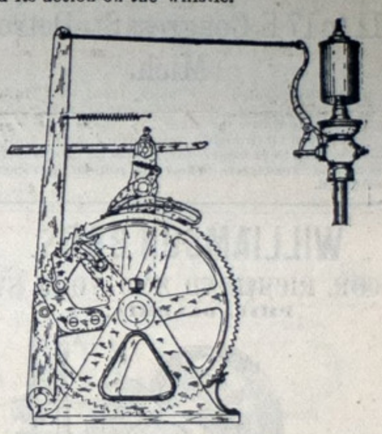
MARINE RECORD—OFFICIAL PAPER.

THE CHASE FOG WHISTLE MACHINE.

The dangers attending fogs on the lakes are well known to all of our sailor men, and all know that the regulations require that during fogs, a signal shall be sounded at regular intervals. Under the old system of fog signals, the service and close attention of a man was required at all times while navigating in a fog, and this service became so monotonous that Mr. Chase, engineer of the steamer Ohio, devised and patented a machine which, when attached to the engine, would sound the fog whistle automatically.

The cut shows the position of the machine and its action on the whistle.



During the season of 1887, the following named steamships "thirty in number" were supplied and equipped with our machines. The same having given entire satisfaction in each and every case, we refer with pleasure, all those interested, to the owners and masters of said steamers.

Wilson Transit Line, Cleveland, O.—Steamers Spokane, Wallula, Kasota, Tower, Yakima, Missoula, Sitka.

N. Western Transportation Co., Detroit, Mich.—Steamers Fayette Brown, R. J. Hacket, Forest City.

Cleveland Transportation Co., Cleveland, O.—Steamers Sparta, Havanna, Vienna, Townsend.

Bradley Transportation Co., Cleveland, O.—teamers City of Cleveland, Henry Chisholm, Superior, E. B. Hale, M. B. Grover, J. S. Fay, R. P. Ranney.

H. H. Brown, Cleveland, O,—Steamers Smith Moore, Chas. J. Sheffield.

Owen line, Chicago, Ill.—Steamers Ira H Owen.

Cambria, Outhwaite, Saml. Mather, R. R. Rhodes, Columbia, Aurora.

The machine is at all times under the control of the captain. That is if it is necessary that a signal shall be given to a passing steamer, or for any other purpose; the moment the captain pulls his wire, the fog whistle machine is thrown out of gear and will not resume its sounding until it is permitted to do so by the master.

Mr. G. C. Barnes, of this city has been to Washington to present the merits of the fog whistle machine to the board of supervising inspectors of steamboats, now in session there, and is well pleased with the results of his mission.

Following is the report presented by the committee.

To the President and Board of Supervising nspectors of Steam Vessels.

Your committee to which was referred the "Chase Fog Whistle machine" beg leave to retort: That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safe guard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON. } Committee.

The manufacturers are the Chase Fog Whistle acMhine Co., corner of Elm and Spruce streets, Cleveland, O.

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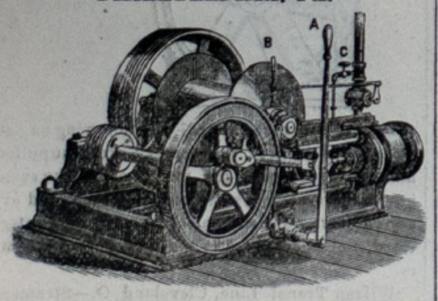

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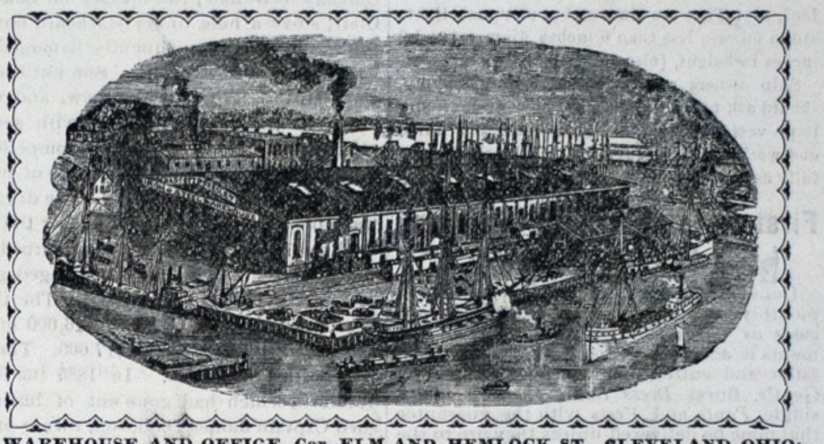

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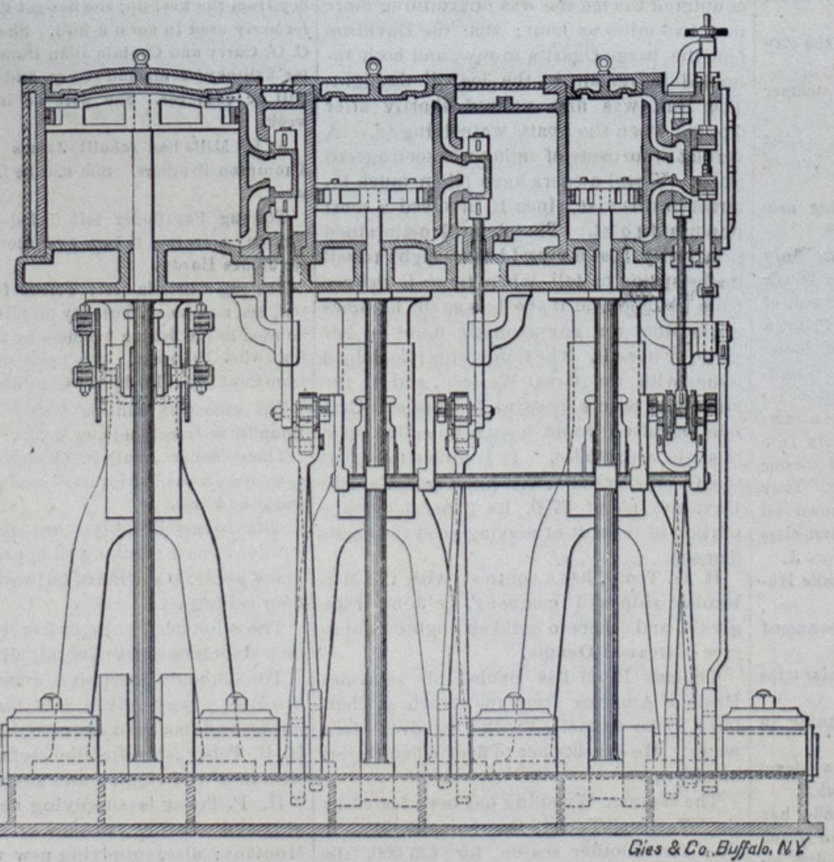
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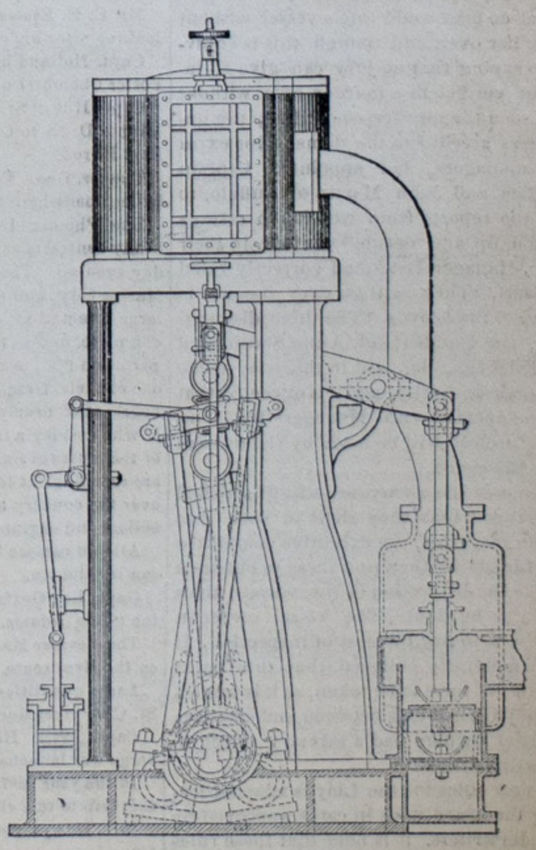

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No 8, N. Y. B & A Express	*8 30 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 35 A M
No 12, N Y & B Fast Express	*2 20 P M	2* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.
Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.
A local Cleve'and and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7 30 a. m
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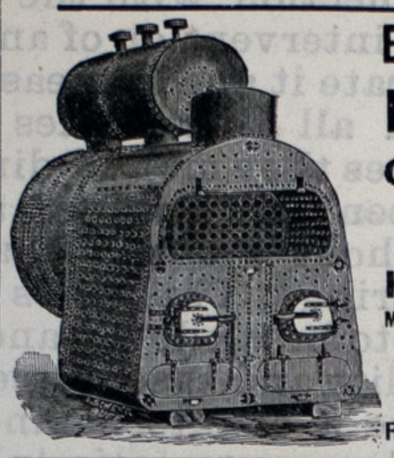

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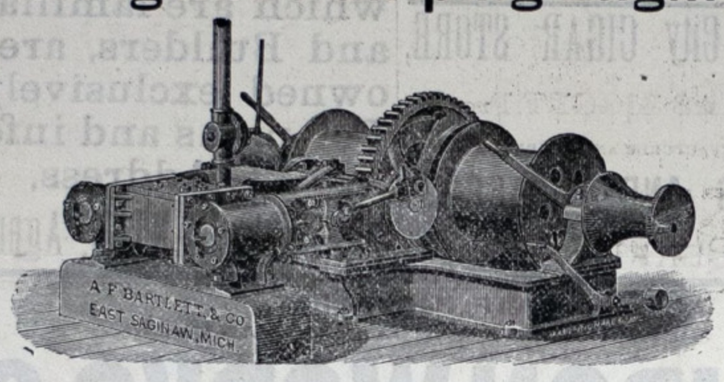

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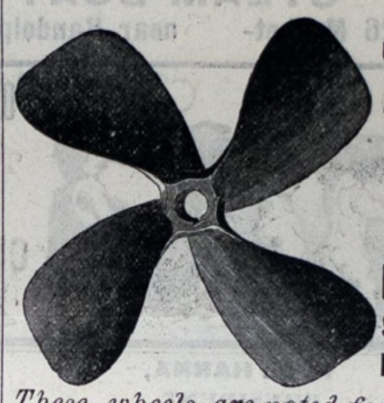

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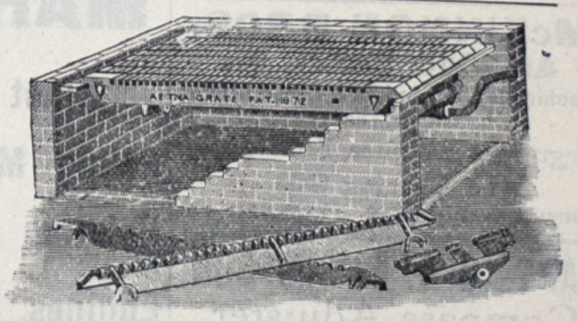

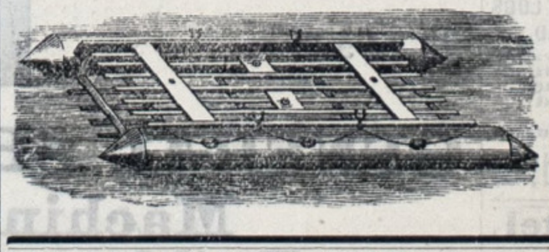

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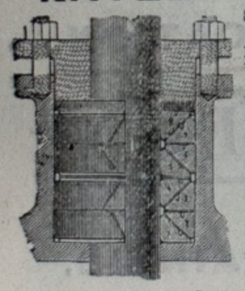

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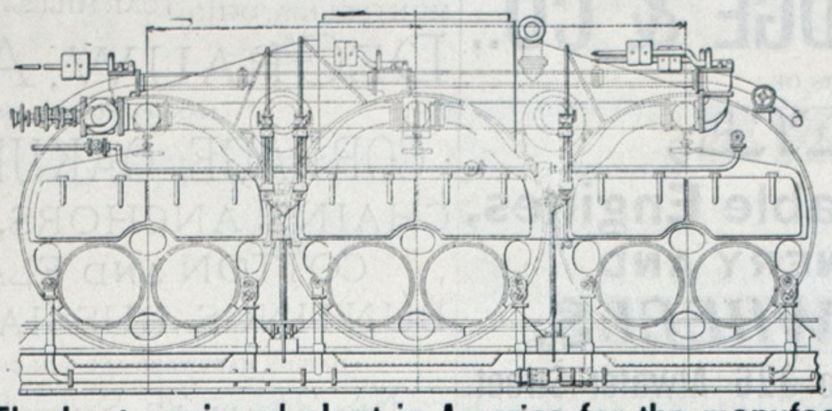

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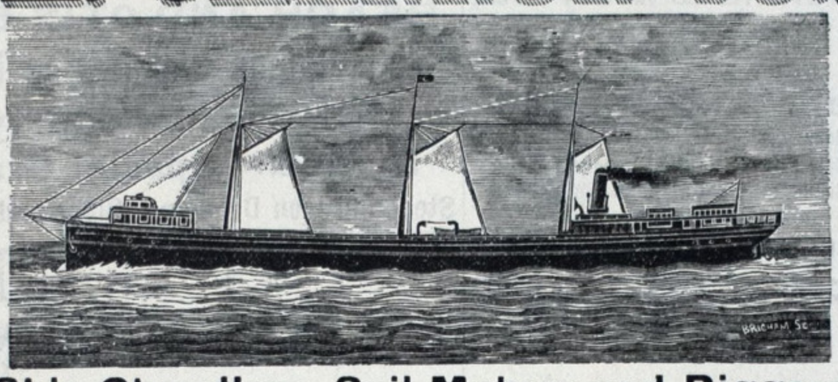

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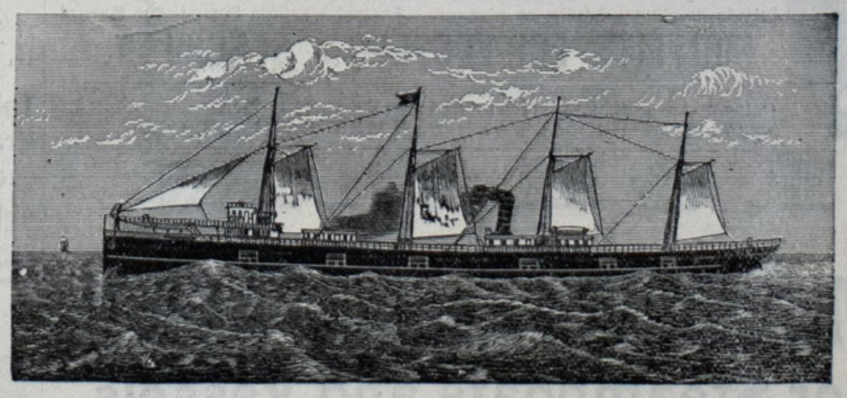

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